



eBussed
Interreg Europe



European Union
European Regional
Development Fund

Good practices – Gozo

Good Practice Event - Utrecht

eBussed - Building capacities for European-wide
e-bus deployment

31st March 2022

Introduction

1. Drivers & Barriers to e-bus deployment

- Cost Benefit Analysis to assess the feasibility of electric buses in the region

2. Technological requirements & User interface

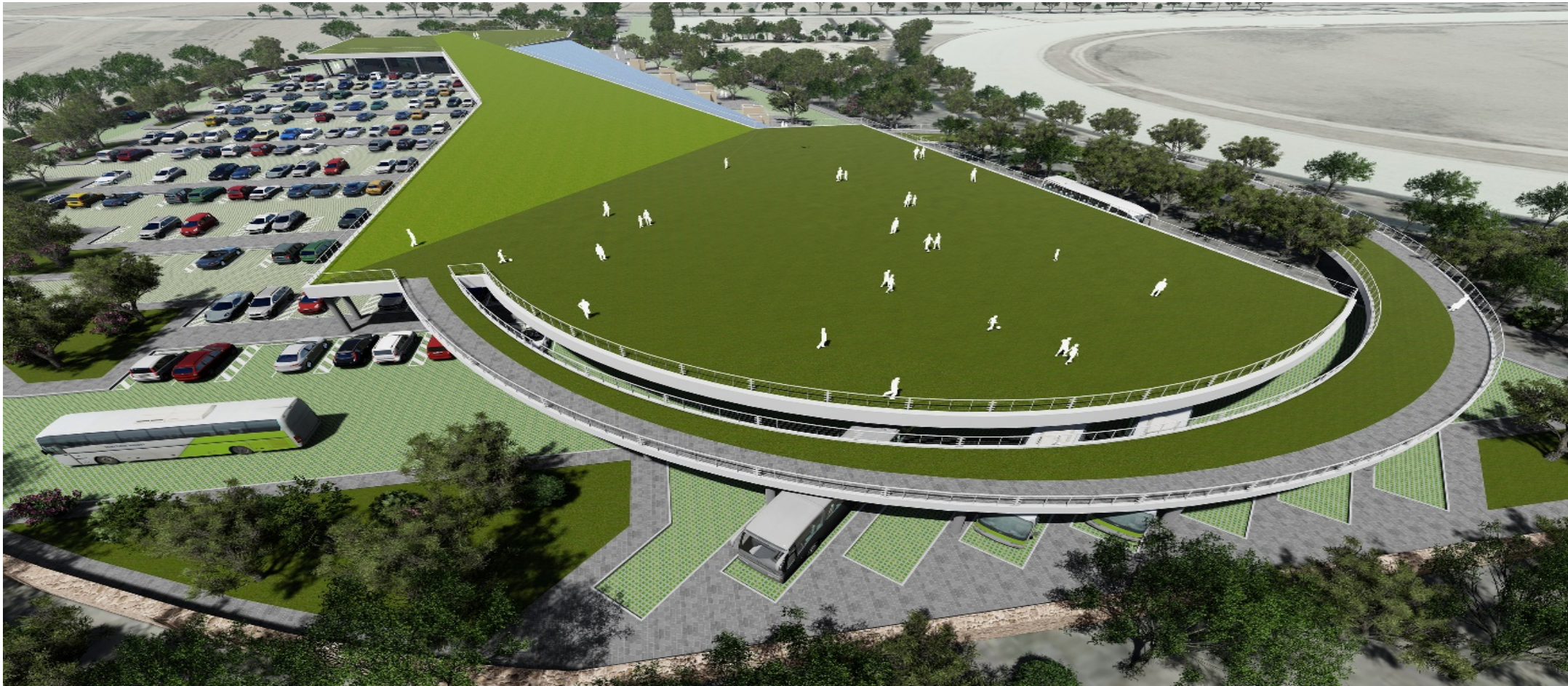
- Logbook in e-bus for monitoring of trip and driver feedback
- Pre-testing of e-bus as training for drivers and technical staff prior to the launch of e-bus pilot project

3. Procurement and tendering

- Pilot project with an electric bus prior to the procurement of a large fleet of e-buses

1- Cost Benefit Analysis to assess the feasibility of electric buses in the region

Short description: Prior to the purchase of electric buses in Gozo, a cost benefit analysis was done to assess the demand for a park and ride system in Gozo and also the feasibility of using electric buses for this system.



1- Cost Benefit Analysis to assess the feasibility of electric buses in the region

Objectives:

- To assess the feasibility of using e-buses for a park and ride service in Gozo;
- To get feedback from stakeholders about the introduction of such a system;
- To find out the benefits that can arise from using such a system.

Added value: The value of this practice is that it enables the territory to have an analysis of the costs and benefits of introducing electric buses in their region prior to doing the actual investment in the project.

Transferability: This good practice may be useful for territories which like Malta do not yet have an electric bus fleet since it is a practice which helps to make the territory more aware of the costs and benefits associated with such a project.

TAM Electric bus pilot in Malta



 Malta Public Transport

2- Logbook in e-bus for monitoring of trip and driver feedback

- During the **TAM electric bus pilot project in Malta** a logbook was kept in the bus to monitor the distance travelled, the operation time and consumption. This logbook was also used by the drivers to write their feedback about the issues encountered during testing.

ELECTRIC BUS DAILY REPORT LOCATION: FLORIANA

BUS: 500





	DRIVERS MUST FILL IN THE DETAILS BELOW WHEN TAKING THE BUS
DATE	
DRIVER PIN	
INITIAL CHARGE WHEN TAKING BUS	%

DRIVERS MUST FILL IN THE DETAILS BELOW

PLEASE RETURN THIS FORM TO THE DEPOT AT THE END OF THE SHIFT

	ROUTE	DEPARTURE TIME	CHARGE BEFORE TRIP	ARRIVAL TIME	CHARGE AFTER TRIP
TRIPS DONE			%		%
			%		%
			%		%
			%		%
			%		%
			%		%
			%		%
			%		%
			%		%
			%		%
			%		%
			%		%
FINAL CHARGE BEFORE LEAVING BUS			%		
TOTAL WORKING TIME					
FEEDBACK FROM DRIVER	SOME EXAMPLES: <ul style="list-style-type: none"> • HARD SUSPENSION • TURNING ISSUES • HANDBRAKE • BUTTONS USED • DASHBOARD LIGHTS 				

2- Logbook in e-bus for monitoring of trip and driver feedback

Objectives:

- To keep record of the trips' information (timings, consumption);
- To eventually compare the performance of the electric bus on different routes and during different times of the day;
- To get any driver feedback which can be relevant for the future tests;

Benefits:

Having a logbook in which possible issues and experiences encountered during testing are listed may help in preventing some of these problems from being replicated in the future tests.

3. Pre-testing of e-bus as training for drivers and technical staff prior to the launch of e-bus pilot project

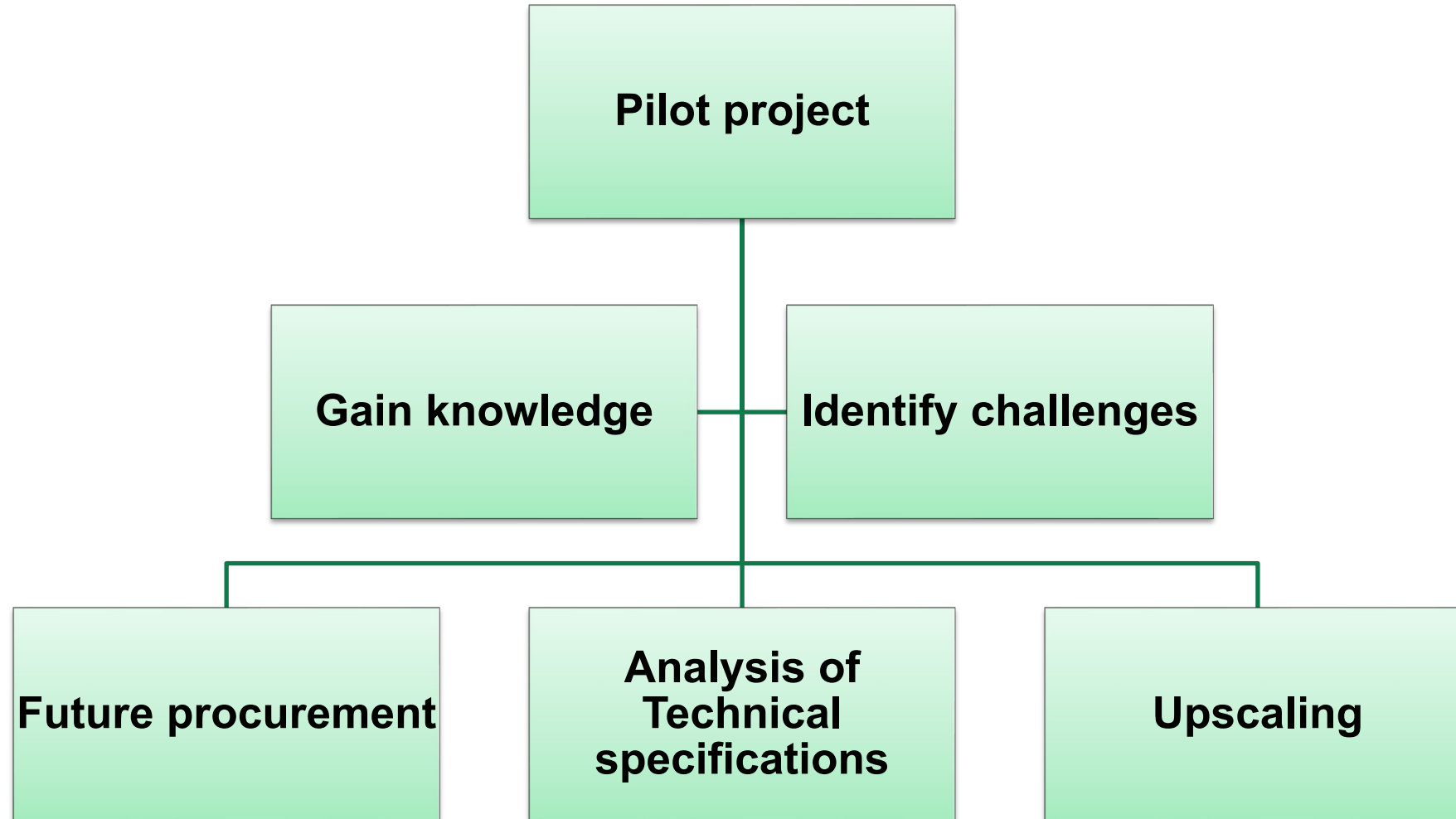


- It also helped to test some roads with a challenging topography (uphills with frequent stops).
- This allowed identification of the performance limits of the bus prior to the actual pilot phase.

Objectives:

- To monitor the performance of the e-bus in challenging roads before assigning the routes that the electric bus will operate on during the pilot phase;
- To enable the technical staff to identify any common issues encountered during the pre-testing phase;
- To serve as training for the drivers and technical staff;
- To avoid passenger discomfort/complaints if the e-bus does not manage to perform well in a certain road, hence not assigned as a route during piloting.

4. Pilot project with an electric bus prior to the procurement of a large fleet of e-buses





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Q & A

Kimberlin Bartolo

Malta Public Transport

